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SOUTHERN PACIFIC COMPANY.

54

LINES IN OREGON

EMPLOYES' TIME TABLE

Effective Sunday, August 16, 1908

12:01 A. M. "Pacific Time"

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

EAST SIDE DIVISION: Ashland and Roseburg

TIME TABLE
No. 54
August 16, 1908

Length of passing tracks in the clear and location of scales, water, fuel and turning stations	Eastward FROM SAN FRANCISCO Second Class		First Class		DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	STATIONS	DISTANCE FROM ROSEBURG	TOWARD SAN FRANCISCO First Class		Second Class Westward	
	226 Way Freight Daily	222 Portland Fast Freight Daily	16 Oregon Express Daily	14 Portland Express Daily				15 California Express Daily	13 San Fran. Express Daily	221 Portland Fast Freight Daily	225 Way Freight Daily
WFT	A M LV 12.30	P M LV 5.20	P M LV 4.55	A M LV 9.20	430.53	DN R ASHLAND 5.44	143.38	A M AR 11.15	P M AR 4.00	A M AR 5.20	P M AR 11.30
2060	12.47	5.35	s 5.06	f 9.31	435.97	Talent 2.53	137.94	s10.54	s 3.39	4.40	11.00
1192	12.53	5.41	s 5.11	f 9.36	438.50	Phœnix 1.89	135.41	s10.46	s 3.31	4.30	10.40
					440.39	Voorhies 2.77	133.52				
2140 W	1.23	6.00	s 5.24	s 9.49	443.16	DN MEDFORD 1.06	130.75	s10.35	s 3.20	3.55	10.15
1185					444.22	CRATER LAKE JCT. 3.08	129.69				
1545	1.38	6.15	s 5.34	f 9.59	447.30	Central Point 4.40	126.61	s10.20	s 3.05	3.25	9.05
1390	1.47	6.30	5.44	f **10.10**	451.70	Tolo 1.13	122.21	**10.10**	2.55	3.05	8.45
			f 5.47	f10.13	452.83	Gold Ray (No siding) 5.74	121.08	f10.07	f 2.52		
2060	**2.40**	6.50	s 6.00	s10.25	458.57	D Gold Hill 7.77	115.34	s 9.51	s 2.36	**2.40**	8.20
2398	3.10	7.10	s 6.17	f10.38	466.34	Woodville 8.91	107.57	s 9.31	s 2.16	2.15	7.55
2050 WTFO	3.40 7.55	**7.30**	s **6.35**	s10.57	475.25	DN R GRANTS PASS 2.05	98.66	s 9.10	s 1.55	1.45	**7.30** **5.05**
	8.05	8.00	6.41	11.03	477.30	Granite (Spur) 2.20	96.61	8.59	1.42	1.30	4.55
1366	8.15	8.15	6.48	11.10	479.50	Rogue 4.27	94.41	8.53	1.36	1 20	4.45
1989	**8.37**	8.35	s 7.00	f11.21	483.70	D Merlin 3.44	90.14	s **8.37**	s 1.20	12.55	4.20
					487.21	Three Pines (Spur) 1.45	86.70				
2100	9.05	9.05	f 7.17	f11.38	488.66	Hugo 6.84	85.25	f 8.25	f 1.08	12.35	4.00
1804	9.50	9.35	s 7.40	P M s12.01	495.50	DN Leland 4.39	78.41	s 7.56	s12.41	A M 11.55	3.15
2250	10.15	9.52	7.50	12.11	499.89	Pollard 3.56	74.02	7.43	12.28	11.32	2.45
1892	10.30	10.05	s 7.59	s **12.19**	503.45	D Wolf Creek 5.79	70.46	s 7.35	s **12.19**	11.21	2.35
1670 WTF	11.15	**10.50**	s 8.21	s12.41	509.24	DN R Glendale 3.97	64.67	s 7.10	P M s11.53	**10.50**	1.55
2078	**11.39**	11.05	f 8.30	f12.50	513.21	Reuben 4.58	60.70	f 6.56	f **11.39**	10.23	1.23
2200	P M 12.01	11.27	8.45	f **1.05**	517.79	Brandt 4.76	56.12	f 6.42	f11.25	10.00	**1.05**
980 WT	**12.30**	11.50	s 9.01	s 1.21	522.55	DN West Fork 4.34	51.36	s 6.26	s11.09	9.35	**12.30**
1989	12.46	A M 12.15	**9.14**	1.34	526.89	Cow Creek 5.97	47.02	6.09	10.53	**9.14**	P M 11.45
2260	1.05	12.50	f 9.32	f 1.52	532.86	Nichols 3.77	41.05	f 5.50	f10.35	8.35	11.18
	1.20	1.04	f 9.43	f 2.03	536.63	Doe Creek (Spur) 5.13	37.28	f 5.38	f10.25	8.10	11.03
1175	1.40	1.22	f 9.56	f 2.16	541.76	Cornutt 3.80	32.15	f 5.25	f10.13	7.45	10.43
2124	1.55	1.34	s10.04	s 2.24	545.56	DN Riddle 4.88	28.35	s 5.17	s10.06	7.30	10.34
	2.08	1.49	10.13	2.33	550.44	Weaver (Spur) 1.20	23.47	5.05	9.55	7.11	10.05
1084 W	2.17	2.00	s10.16	s 2.36	551.64	D Myrtle Creek 4.67	22.27	s 5.00	s **9.51**	7.07	**9.51**
940	**2.47**	2.17	f10.27	f **2.47**	556.31	Dole 3.07	17.60	f 4.48	f 9.40	6.52	9.02
	3.16	2.30	f10.34	f 2.54	559.38	Round Prairie (Spur) 4.00	14.53	f 4.41	f 9.33	6.42	8.53
1587	3.40	2.45	f10.43	s 3.03	563.38	D Dillard 5.74	10.53	f 4.31	f 9.24	6.30	8.42
2232	4.00	3.05	f10.55	f 3.15	569.12	Green 4.79	4.79	f 4.17	f 9.11	6.10	8.25
1660 WTOF	4.20 P M AR	3.20 A M AR	s11.05 P M AR	s 3.25 P M AR	573.91	DN R ROSEBURG	0.00	4.05 A M LV	9.00 A M LV	5.55 P M LV	8.10 A M LV
	Daily	Daily	Daily	Daily		143.38		Daily	Daily	Daily	Daily
	15.50	10.00	6.10	6.05		Time Over District		7.10	7.00	11.25	15.20
	9.05	14.34	23.25	23.57		Average Speed per Hour		20.01	20.48	12.56	9.34

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72).
When two passenger trains or two freight trains meet at Leland the west-bound train will take siding.

EAST SIDE DIVISION: Roseburg and Junction City

Eastward — FROM SAN FRANCISCO

TOWARD SAN FRANCISCO — Westward

Length of passing tracks in clear and location of scales, water, fuel and turning stations	Second Class				First Class				Distance from San Francisco via Marysville		TIME TABLE No. 54 August 16, 1908 STATIONS	Distance from Junction City	First Class				Second Class			
	88 Mixed Daily Ex. Sun.	226 Way Freight Daily	82 Mixed Daily Ex. Sun.	222 Portland Fast Freight Daily	16 Oregon Express Daily	14 Portland Express Daily	12 Roseburg Passenger Daily	18 Cot'ge Grove Passenger Daily					15 California Express Daily	13 San Fran. Express Daily	11 Roseburg Passenger Daily	17 Cot'ge Grove Passenger Daily	81 Mixed Daily Ex. Sun.	221 Portland Fast Freight Daily	225 Way Freight Daily	87 Mixed Daily Ex. Sun.
1660 WTFO		AM LV 7.45		AM LV 4.49	PM LV 11.20	PM LV 3.35	AM LV 8.45		573.91		DN R ROSEBURG	87.79	AM AR s 3.45	AM AR s 8.45	PM AR s 5.30			PM AR 3.20	PM AR 3.10	
											5.47									
		8.00		5.10	11.34	3.47	s 8.57		579.38		Winchester (Spur)	82.32	3.32	8.31	s 5.13			3.00	2.47	
											3.40									
1217		8.23		5.22	11.42	3.56	s 9.05		582.78		Wilbur	78.92	3.24	8.23	s 5.05			2.45	2.22	
											5.99									
		8.38		5.40	11.54	4.08	9.16		588.77		Whitmore (Spur)	72.93	3.12	8.11	4.52			2.25	2.00	
											1.72									
2193 W		8.48		5.48	s11.59	s 4.13	s 9.22		590.49		DN Oakland	71.21	s 3.06	s 8.05	s 4.45			2.15	1.50	
											6.17									
2170		9.08		6.08	AM 12.16	4.28	f 9.37		596.66		Isadora	65.04	2.51	7.49	f 4.28			1.55	1.20	
											2.16									
1642 T		9.16		6.18	12.22	4.34	f 9.43		598.82		Rice Hill	62.88	2.46	7.44	f 4.23			1.45	1.10	
											6.26									
1470		9.35		6.43	f12.37	4.49	s 9.58		605.08		D Yoncalla	56.62	f 2.29	7.28	s 4.07			1.20	12.40	
											3.11 —(No siding)									
					12.43	4.55	f10.04		608.19		Boswell Springs	53.51	2.22	7.21	f 4.00					
											2.10									
1510 WT		10.11		7.15	s12.54	s 5.02	s10.11		610.29	AUTOMATIC BLOCK	DN Drain	51.41	s 2.17	s 7.15	s 3.55			1.00	12.15	
											1.35									
		10.26		7.25	12.57	5.05	10.14		611.64		Krewson (Spur)	50.06	2.07	7.11	3.50			12.24	PM 11.45	
											1.45									
944		10.36		7.30	1.01	5.09	f10.18		613.09		Leona	48.61	2.04	7.08	f 3.47			12.19	11.40	
											3.29									
		10.48		7.43	1.08	5.16	f10.25		616.38		Anlauf (Spur)	45.32	1.56	7.01	f 3.39			12.09	11.30	
											1.06									
		10.53		7.47	1.11	5.18	10.27		617.44		Curtin (Spur)	44.26	1.53	6.58	3.36			12.05	11.25	
											1.75									
2120 W		11.20		7.57	1.15	5.22	s10.33		619.19		D Comstock	42.51	1.48	6.54	s 3.32			12.01	11.20	
											1.91									
		11.27		8.07	1.21	5.29	10.39		621.10		Alca (Spur)	40.60	1.42	6.48	3.28			PM 11.56	11.01	
											2.13									
2120 Y		11.45		8.34	1.35	5.40	f10.50		623.23		Divide	38.47	1.35	6.41	f 3.21			11.45	10.50	
											1.36									
									624.59		Veatch (Spur)	37.11								
											1.67									
1360		11.55		8.44	1.41	5.46	10.56		626.26		Latham	35.44	1.29	6.34	3.13			11.20	10.00	
											1.63									
2388 WT		PM 12.45		9.15	s 1.48	s 5.53	s11.03	AM LV 5.10	627.89		DN R COTTAGE GROVE	33.81	s 1.26	s 6.30	s 3.08	PM AR 10.30		11.03	9.15	
											2.40									
		1.05		9.25	1.55	5.59	s11.09	f 5.16	630.29	Auto. Block	Saginaw (Spur)	31.41	1.17	6.23	s 3.00	f10.21		10.28	9.00	
											1.63									
1370		1.20		9.32	2.00	6.03	f11.13	f 5.20	631.92		Walker	29.78	1.13	6.19	f 2.55	f10.15		10.20	8.45	
											4.78									
1510		1.45		10.00	2.11	6.13	s11.25	s 5.30	636.70		D Creswell	25.00	1.02	6.10	s 2.45	s10.04		10.00	8.25	
											5.41									
1660		2.34		10.23	2.22	6.23	s11.37	s 5.41	642.11	Automatic Block	Goshen	19.59	12.50	6.00	s 2.34	s 9.52		9.40	8.05	
											3.41									
Y	PM LV 5.30	2.53	AM LV 11.00	10.35	2.31	6.31	f11.45	f 5.51	645.52		R SPRINGFIELD JCT.	16.18	12.41	5.51	f 2.25	f 9.42	AM AR 9.40	9.28	7.45	PM AR 1.10
											2.95									
1400 WT	5.40 PM AR	4.00	11.10 AM AR	11.00	s 2.43	s 6.42	s11.55	s 6.00	648.47		DNR EUGENE	13.23	s12.32	s 5.44	s 2.18	s 9.35	9.30 AM LV	9.15	7.35	1.00 PM LV
											5.71									
1415		4.30		11.25	2.54	6.52	PM s12.06	s 6.10	654.18		Irving	7.52	12.18	5.34	s 1.59	s 9.20		8.50	6.55	
											2.00									
					2.58	6.56	12.10	f 6.13	656.18		Luper (No siding)	5.52	12.14	5.30	1.54	f 9.15				
											5.52									
1642 WTF		4.50 PM AR		11.59 AM AR	s 3.09 AM AR	s 7.05 PM AR	s12.21 PM AR	s 6.23 AM AR	661.70		DN R JUNCTION CITY	0.00	12.02 AM LV	5.20 AM LV	1.43 PM LV	9.04 PM LV		8.30 AM LV	6.30 AM LV	
	Daily Ex. Sun	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily			87.79		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.
	0.10	9.05	0.10	7.10	3.49	3.30	3.36	1.13			Time Over District		3.43	3.25	3.47	1.26	0.10	6.50	8.40	0.10
	17.70	9.66	17.70	12.25	23.00	25.08	24.39	27.81			Average Speed per Hour		23.62	25.69	23.22	23.58	17.70	12.82	10.13	17.70

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72).
First class trains will not register at Springfield Junction.
No. 13 will stop at Springfield Junction to exchange mail.

EAST SIDE DIVISION: Junction City and Portland

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class					First Class					DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	TIME TABLE No. 54 August 16, 1908	DISTANCE FROM PORTLAND	First Class					Second Class				
	226 Way Freight Daily	226 Way Freight Daily	54 Mixed Daily Ex. Sun.	222 Portland Fast Freight Daily	50 Mixed Daily Ex. Sun.	52 Lebanon Passenger Daily Ex. Sun.	14 Portland Express Daily	12 Roseburg Passenger Daily	18 Cot'ge Grove Passenger Daily	16 Oregon Express Daily		STATIONS		13 San Fran. Express Daily	11 Roseburg Passenger Daily	17 Cot'ge Grove Passenger Daily	15 California Express Daily	51 Lebanon Passenger Daily Ex. Sun.	221 Portland Fast Freight Daily	49 Mixed Daily Ex. Sun.	53 Mixed Daily Ex. Sun.	225 Way Freight Daily	225 Way Freight Daily
1642 WTF		AM LV 12.03		PM LV 1.10			PM LV 7.07	PM LV 12.22	AM LV 6.25	AM LV 3.10	661.70	DN R JUNCTION CITY 3.92	110.24	AM AR s 5.19	PM AR s 1.41	PM AR s 9.00	PM AR s11.57		AM AR 6.55				PM AR 1105
		12.16		1.20			7.18	12.31	6.34	3.19	665.62	Virgil (Spur) 0.55	106.32	5.10	1.32	8.51	11.49		6.39				10.43
2216		12.33		**1.30**			7.20	s12.33	s **6.36**	3.21	666.17	D Harrisburg 3.16	105.77	5.09	s **1.30**	s 8.50	11.48		**6.36**				10.35
		12.45		1.39			7.27	12.39	f 6.42	3.28	669.33	Muddy (Spur) 5.48	102.61	5.03	1.22	f 8.39	11.42		6.15				9.56
2173		1.13		1.54			7.38	s12.49	s 6.52	3.40	674.81	D Halsey 5.20	97.13	4.53	s 1.12	s 8.27	11.31		5.57				9.40
1428		1.33		2.10			7.49	s**12.59**	s 7.03	3.51	680.01	D Shedd 5.63	91.93	4.43	s**12.59**	s 8.13	11.21		5.38				9.20
1045		1.55		2.30			**8.02**	s 1.10	s 7.14	4.02	685.64	Tangent 5.05	86.30	4.32	s12.46	s **8.02**	11.10		5.21				9.00
		2.10	PM LV 4.35	2.45	AM LV 7.05	AM LV 7.20	8.11	1.19	7.25	4.12	690.69	ALBANY JUNCTION 1.17	81.25	4.22	12.36	7.53	11.00	PM AR 8.29	5.05	PM AR 1.34	AM AR 9.34		8.40
1757 WYFO	AM LV 9.30	2.15 AM AR	4.40 PM AR	3.15	7.10 AM AR	7.25 AM AR	s 8.18	¶ 1.22} 1.42}	s 7.35	s **4.18**	691.86	DN R ALBANY 4.59	80.08	s **4.18**	{12.33 ¶12.13	s 7.50	s10.57	8.25 PM LV	5.00	1.30 PM LV	9.30 AM LV	PM AR 1.35	8.35 PM LV
2050	9.40			3.30			8.27	f 1.51	f 7.47	**4.29**	696.45	Millersburg 4.06	75.49	4.10	f12.03 PM	f 7.34	10.42		**4.29**			1.20	
2088	9.55			3.45			8.35	s 2.01	s 7.56	4.37	700.51	D Jefferson 4.68	71.43	**4.03**	s11.53	s 7.25	10.34		**4.03**			1.10	
1140	10.05			4.00			8.44	s 2.09	s 8.06	4.46	705.19	Marion 6.43	66.75	3.55	s11.42	s 7.15	10.25		3.30			12.50	
2231	10.20			4.20			8.55	s 2.22	s 8.19	4.57	711.62	D Turner 2.82 —(No siding)	60.32	3.44	s11.26	s 7.01	10.13		3.08			12.25 PM	
							9.00	f 2.28	s 8.25	5.02	714.44	Reform School 4.80	57.50	3.39	f11.17	s 6.55	10.07						
1825 WY	**10.40** **11.28** }			5.00			s 9.13	s 2.45	s 8.40	s 5.13	719.24	DN Salem 5.02	52.70	s 3.31	s**11.03**	s 6.45	s 9.56		2.43			**11.28**	
1310	11.42			5.25			9.23	s 2.58	s 8.54	5.26	724.26	Chemawa 3.61	47.68	3.17	s10.43	s 6.29	9.42		2.13			11.00	
2220	11.53			5.40			**9.34**	s 3.07	s 9.02	5.33	727.87	Brooks 5.21	44.07	3.10	s**10.35**	s 6.21	**9.34**		2.00			**10.35**	
1257	PM 12.13			**6.10**			9.43	s 3.19	s 9.14	5.43	733.08	D Gervais 3.13	38.86	3.01	s10.22	s **6.10**	9.23		1.45			10.00	
2678 WOYF	1.20			6.25			s 9.50	s 3.34	s **9.30**	s 5.50	736.21	DN R WOODBURN 3.58	35.73	s 2.55	s10.13	s 6.02	s 9.16		1.25			**9.30**	
2243	1.40			6.39			9.56	s 3.43	s 9.40	5.56	739.79	D Hubbard 3.07	32.15	2.48	s 9.58	s 5.46	9.07		12.52			8.35	
2516	1.49			6.50			10.01	3.48	**9.50**	6.01	742.86	AUTOMATIC BLOCK SIGNALS Hito 1.31	29.08	2.44	**9.50**	5.40	9.01		12.40			8.23	
972	2.15			6.55			10.04	s 3.54	s 9.53	6.04	744.17	D Aurora 2.05	27.77	2.41	s 9.45	s 5.36	8.57		12.32			8.15	
1661 W	2.30			7.03			10.08	s 4.00	s 9.58	6.08	746.22	Barlow 1.56	25.72	2.37	s 9.38	s 5.30	8.52		12.22			8.00	
1200	3.05			7.10			10.12	s 4.07	s10.06	6.12	747.78	D Canby 3.33	24.16	2.34	s 9.31	s 5.24	8.48		12.15			7.40	
	3.20			7.23			10.19	s 4.15	s10.16	6.19	751.11	New Era (Spur) 0.64	20.83	2.26	s 9.21	s 5.16	8.40		12.01			7.13	
1580	3.22			7.25			10.20	4.17	f10.18	6.20	751.75	Coalca 2.10	20.19	2.24	9.19	f 5.14	8.38		AM 11.59			7.10	
1425	3.26			7.33			10.24	4.22	10.22	6.24	753.85	Pulp 2.62	18.09	2.20	9.14	5.10	8.34		11.51			7.00	
1880 W	4.10			7.45			10.31	s 4.33	s10.32	s **6.31**	756.47	DN Oregon City 1.70	15.47	s 2.14	s 9.07	s 5.04	s 8.27		11.41			**6.31**	
	4.15			7.51			10.35	4.38	10.36	6.35	758.17	Paper Mill (Spur) 2.79	13.77	2.10	9.01	4.56	8.23		11.20			6.13	
2648	**4.49**			**8.18**			10.41	s **4.49**	s10.43	6.41	760.96	Clackamas 0.44	10.98	2.04	s 8.54	s **4.49**	**8.18**		11.09			6.05	
											761.40	Laidlaw (Spur) 0.60	10.54										
	5.05			8.23			10.43	4.51	10.45	6.43	762.00	Haskell 3.02	9.94	2.02	8.52	4.47	8.16		11.05			6.00	
2030	5.15			8.35			**10.49**	4.58	f10.52	6 49	765.02	Milwaukee 1.51	6.92	1.57	8.45	f 4.42	8.11		**10.49**			5.52	
	5.20			8.40			10.52	5.01	f10.55	6.52	766.53	Willsburg (Spur) 0.97	5.41	1.54	8.41	f 4.39	8.08		10.36			5.46	
											767.50	Ladd 0.97	4.44										
1410W	5.40			8.50			10.56	s 5.06	s11.01	6.56	768.47	D Car Shops 2.21 —(No siding)	3.47	1.50	s 8.37	s 4.36	8.05		10.30			5.40	
							11.06	s 5.20	s11.20	s 7.06	770.68	East Washington Street 0.62	1.26	1.40	s 8.25	s 4.25	s 7.55						
2860 0	6.20			9.40			11.10	s 5.25	s11.25	s 7.10	771.30	EAST PORTLAND 0.64	0.64	1.35	s 8.20	s 4.20	s 7.50		10.10			5.20	
WFTO	6.30 PM AR			9.50 PM AR			11.15 PM AR	5.30 PM AR	11.30 AM AR	7.15 AM AR	771.94	DN R PORTLAND	0.00	1.30 AM LV	8.15 AM LV	4.15 PM LV	7.45 PM LV		10.00 PM LV			5.05 AM LV	
	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily		110.24		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
	9.00	2.12	0.05	8.40	0.05	0.05	4.08	5.11	5.05	4.05		Time Over District		3.49	5.26	4.45	4.12	0.04	8.55	0.04	0.04	8.30	2.30
	8.89	12.91	14.04	12.72	14.04	14.01	26.66	21.27	21.69	26.99		Average Speed per Hour		28.88	20.29	23 21	26.22	17.55	12.36	17.55	17.55	9.56	12.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 14 is superior to No. 51.

West-bound freight trains will take siding at Chemawa for all east-bound trains. Nos. 17 and 18 will stop at Fair Grounds.

EAST SIDE DIVISION: Albany and Lebanon—Lebanon Branch

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — Westward

Length of passing tracks in to clear and location of scales, water, fuel and turning stations	Second Class		First Class		TIME TABLE No. 54 August 16, 1908		First Class	Second Class	
	54 Mixed Daily Ex. Sun.	50 Mixed Daily Ex. Sun.	52 Lebanon Passenger Daily Ex. Sun.	DISTANCE FROM LEBANON	STATIONS	DISTANCE FROM PORTLAND	51 Lebanon Passenger Daily Ex. Sun.	49 Mixed Daily Ex. Sun.	53 Mixed Daily Ex. Sun.
1380 T	PM LV 3.45		AM LV 6.45	0.0	D R **LEBANON**	92.5	PM AR 9.00		AM AR 10.20
					0.3				
				0.3	**Calahan** (Spur)	92.2			
					2.7				
910	f 3.55		f 6.53	3.0	**Irvinville**	89.5	f 8.52		f10.09
					1.0				
865 Y	s 4.10	AM LV 6.45	s 7.00	4.0	D R **TALLMAN**	88.5	s 8.50	PM AR s 1.55	s10.05
					0.5				
	f 4.15	6.47	f 7.01	4.5	**Cranor** (No siding)	88.0	f 8.45	1.52	f10.00
					1.1				
900	f 4.18	6.50	f 7.04	5.6	**Goltra**	86.9	f 8.42	1.49	f 9.55
					1.7				
800	f 4.23	6.54	f 7.09	7.3	**Fry**	85.2	f 8.38	1.45	f 9.49
					2.2				
785	f 4.29	7.00	f 7.15	9.5	**Froman**	83.0	f 8.33	1.39	f 9.41
					1.8				
	4.35	7.05	7.20	11.3	**ALBANY JUNCTION**	81.2	8.29	1.34	9.34
					1.2				
1757 WYOF	4.40 PM AR	7.10 AM AR	7.25 AM AR	12.5	D N R **ALBANY**	80.0	8.25 PM LV	1.30 PM LV	9.30 AM LV
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		12.5		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	0.55	0.25	0.40		**Time over District**		0.35	0.25	0.50
	13.64	20.40	18.75		**Average Speed per Hour**		21.42	20.40	15.00

EAST SIDE DIVISION: Woodburn and Silverton—Woodburn-Springfield Branch

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — Westward

	Second Class		First Class		TIME TABLE No. 54 August 16, 1908		First Class	Second Class	
	48 Mixed Daily Ex. Sun.	46 Mixed Daily Ex. Sun.		DISTANCE FROM NATRON	STATIONS	DISTANCE FROM PORTLAND		47 Mixed Daily Ex. Sun.	45 Mixed Daily Ex. Sun.
442 WT	PM LV 2.25	AM LV 8.35		82.3	D R **SILVERTON**	46.2		AM AR 11.25	PM AR s 6.48
					2.3				
680	f 2.30	f 8.40		84.6	**Downs** (Spur)	43.9		f11.20	f 6.42
					1.8				
1345	s 2.55	s 8.45		86.4	D **Mt. Angel**	42.1		s11.15	s 6.38
					1.1				
540	f 3.00	f 8.49		87.5	**Baron** (Spur)	41.0		f10.50	f 6.34
					1.1				
1130	s 3.05	s 8.53		88.6	**McKee** (Spur)	39.9		s10.45	s 6.30
					1.4				
340	f 3.10	f 8.57		90.0	**Townsend** (Spur)	38.5		f10.40	f 6.26
					2.8				
2678 WYFO	3.20 PM AR	9.05 AM AR		92.8	D N R **WOODBURN**	35.7		10.30 AM LV	6.20 PM LV
	Daily Ex. Sun.	Daily Ex. Sun.			10.5			Daily Ex. Sun.	Daily Ex. Sun.
	.55	.30			**Time over District**			.55	.28
	16.36	21.00			**Average Speed per Hour**			16.36	22.50

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72).

EAST SIDE DIVISION: Silverton, Natron and Wendling Woodburn-Springfield and Mohawk Branches

Eastward — **FROM SAN FRANCISCO** — Second Class — First Class

TOWARD SAN RANCISCO — Westward — First Class — Second Class

Length of passing tracks in to clear and location of scales, water fuel and turning stations	50 Mixed Daily Ex. Sun.	46 Mixed Daily Ex. Sun.	88 Mixed Daily Ex. Sun.	82 Mixed Daily Ex. Sun.	86 Mixed Tuesday Thursday Saturday	Distance from Natron and Branch Terminals	TIME TABLE No. 54 August 16, 1908 STATIONS	Distance from Portland	81 Mixed Daily Ex. Sun.	85 Mixed Tuesday Thursday Saturday	87 Mixed Daily Ex. Sun.	49 Mixed Daily Ex. Sun.	45 Mixed Daily Ex. Sun.
945					A M LV 10.20	0.0	R NATRON	128.5		A M AR 10.15			
							3.4						
					f10.30	3.4	Douglas (No siding)	125.1		f10.05			
							0.4						
					10.31	3.8	MOHAWK JUNCTION	124.7		10.04			
1320			P M LV 3.50			0.0	D R WENDLING	140.7			P M AR 2.50		
							2.9						
450			s 4.00			2.9	Hyland (Spur)	137.8			s 2.35		
							1.0						
1518 WT			s 4.15			3.9	Marcola	136.8			s 2.20		
							3.6						
373			s 4.25			7.5	Donna (Spur)	133.2			s 2.03		
							2.0						
			s 4.35			9.5	Spores (Spur)	131.2			s 1.54		
							1.6						
1825			f 4.45			11.1	Yarnell	129.6			f 1.48		
							4.9						
			5.05			16.0	MOHAWK JUNCTION	124.7			1.34		
			5.05		10.31	3.8	MOHAWK JUNCTION	124.7		10.04	1.34		
							1.4						
			5.10 P M AR		10.35 A M AR	5.2	D R SPRINGFIELD	123.3		10.00 A M LV	1.30 P M LV		
			P M LV 5.20	A M LV 10.50		0.0	D R SPRINGFIELD	127.72	A M AR 9.50		P M AR 1.20		
							1.3						
Y			5.29 P M AR	10.59 A M AR		1.3	R SPRINGFIELD JCT.	126.42	9.41 A M LV		1.11 P M LV		
1150 WFOY	A M LV 4.30					5.2	D R SPRINGFIELD	123.3				P M AR 4.20	
							4.6						
	f 4.40					9.8	Armitage (Spur)	118.7				f 4.10	
							3.1						
686	s 4.55					12.9	D R COBURG	115.6				s 4.00	
							4.1						
435	f 5.05					17.0	Wilkins (Spur)	111.5				f 3.40	
							3.8						
605	f 5.13					20.8	Priceboro (Spur)	107.7				f 3.32	
							3.4						
915	f 5.20					24.2	Rowland	104.3				f 3.25	
							3.9						
345	f 5.28					28.1	Twin Buttes (Spur)	100.4				f 3.15	
							4.4						
900 W	s 6.00					32.5	D Brownsville	96.0				s 3.05	
							2.3						
	f 6.07					34.8	Linn (No siding)	93.7				f 2.35	
							4.0						
975	s 6.17					38.8	Plainview	89.7				s 2.25	
							4.2						
975	f 6.27					43.0	Lowson	85.5				f 2.10	
							2.3						
865 Y	s 6.35 A M AR					45.3	D R TALLMAN	83.2				2.05 P M LV	
							1.8						
645						47.1	Spicer	81.4					
							3.3						
455						50.4	Balm (Spur)	78.1					
							1.9						
574 T		A M LV 6.00				52.3	R CRABTREE	76.2					P M AR 9.00
							1.3						
685		f 6.03				53.6	Gaines (Spur)	74.9					f 8.55
							4.2						
525		s 6.23				57.8	D West Scio	70.7					s 8.45
							1.9						
405		s 6.30				59.7	SHELBURN	68.8					s 8.20
							1.8						
408		f 6.35				61.5	North Santiam	67.0					f 8.15
							1.7						
945		s 6.50				63.2	West Stayton	65.3					s 8.10
							3.9						
445 W		s 7.13				67.1	Aumsville	61.4					s 7.50
							2.9						
1356		s 7.28				70.0	Shaw	58.5					s 7.38
							2.3						
793		s 7.40				72.3	Macleay	56.2					s 7.30
							4.0						
900		s 7.55				76.3	Pratum	52.2					s 7.15
							1.6						
625		s 8.02				77.9	Switzerland (Spur)	50.6					s 7.10
							4.4						
442 WT		s 8.15 A M AR				82.3	D R SILVERTON	46.2					7.00 P M LV
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tuesday Thursday Saturday		82.3		Daily Ex. Sun.	Tuesday Thursday Saturday	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	2.05	2.15	1.29	0.09	0.15		Time over District		0.09	0.15	1.29	2.15	2.00
	19.20	13.32	12.60	8.66	20.80		Average Speed per Hour		8.66	20.80	12.60	17.80	15.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72). **Yard Engines and Extras protect against No. 49 and No. 50 between Springfield and Coburg.**

WEST SIDE DIVISION: Portland and Corvallis

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — Westward

Length of passing tracks in to clear and location of scales, water, fuel and turning stations		Second Class		First Class							DISTANCE FROM CORVALLIS	TIME TABLE No. 54 August 16, 1908	DISTANCE FROM PORTLAND	First Class							Second Class	
		58	56	76	2	10	8	74	4	6		STATIONS		1	77	5	7	75	3	9	57	55
		Way Freight	Way Freight	Dallas Passenger	Corvallis Passenger	Forest Grove Passenger	Forest Grove Passenger	Dallas Passenger	Sheridan Passenger	Forest Grove Passenger				Corvallis Passenger	Dallas Passenger	Forest Grove Passenger	Forest Grove Passenger	Dallas Passenger	Sheridan Passenger	Forest Grove Passenger	Way Freight	Way Freight
		Daily Ex. Sun	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
845	Y		AM LV 6.40		PM LV 1.30						0.0	DR **CORVALLIS**	96.5	AM AR 11.30								PM AR 5.50
			6.48		1.35						1.2	1.2 **C. & E. CROSSING**	95.3	s11.25								5.40
			6.58		f 1.44						5.2	4.0 **Lewisburg** (No siding)	91.3	f11.15								5.24
	W		7.05		f 1 50						7.8	2.6 **Calloway** (Spur)	88.7	f11.10								5.15
1080			7.12		s 1.56						10.4	2.6 **Wellsdale**	86.1	s11.05								5.05
1045			7.22		s 2.03						13.5	3.1 **Suver**	83.0	s11.00								4.55
1247			7.29		s 2.08						15.5	2.0 **Parker**	81.0	s10.55								4.47
970			7.50		s 2.20						20.8	5.3 D **INDEPENDENCE**	75.7	s10.44								4.25
1020	W		8.08		s 2.34						26.5	5.7 **Derry**	70.0	s10.29								3.55
			8.18		s 2.42						29.9	3.4 **Crowley** (Spur)	66.6	s10.21								3.40
1017			8.33		s 2.52						34.4	4.5 **McCoy**	62.1	s10.11								3.25
1440			8.50		s **3.05**						39.7	5.3 **Amity**	56.8	s10.00								**3.05**
775	WY	AM LV 10.10	9.05	PM LV 3.25	s 3.15			AM LV 7.57	AM LV 7.37		42.3	2.6 DR **WHITESON**	54.2	s 9.54	AM AR s10.04			PM AR s 6.28	PM AR s 6.55		PM AR 12.35	2.25
1115		10.25	**9.15** **9.55**	s 3.37	s 3.27			s 8.06	s 7.47		46.5	4.2 D **McMinnville**	50.0	s **9.44**	s **9.54**			s 6.19	s 6.45		12.20	1.45
1046	Y	10.35 AM AR	10.05	s 3.45 PM AR	s 3.35			s 8.13 AM AR	f 7.54		49.5	3.0 DR **ST. JOSEPH**	47.0	s 9.36	9.46 AM LV			6.11 PM LV	f 6.36		12.05 PM LV	1.25
1340			10.35		s 3 46				s 8.04		53.8	4.3 D **Carlton**	42.7	s 9.23					s 6.25			1.10
915			11.00		s 3.55				s 8.12		57.2	3.4 **North Yamhill**	39.3	s 9.13					s 6.15			12.55
			11.10		f 4.02				f 8.17		59.7	2.5 **Cove Orchard** (Spur)	36.8	f 9.07					f 6.08			12.45
			11.20		s 4.09				f 8.23		62.3	2.6 **Wapato** (Spur)	34.2	s 9.01					f 6.02			12.35
790	W		11.45		s 4.16				s 8.32		64.5	2.2 **Gaston**	32.0	s 8.55					s 5.57			12.25
1072			PM **12.05**		f 4.21				f 8.36		66.4	1.9 **Gale's** (Spur)	30.1	f 8.49					f 5.50			**12.05** PM
950			12.20		s 4.27				s **8.45**		68.4	2.0 **Dilley**	28.1	s **8.45**					s 5.45			11.50
1240	T		12.45		s 4.37	PM LV 3 30	AM LV 10.30		s 8.55	AM LV 6.40	70.2	1.8 DR **FOREST GROVE**	26.3	s 8.39		AM AR 10.10	PM AR 2.20		s 5.40	PM AR 7.00		11.35
					4.40	f 3.32	f10.32		8.57	f 6.42	71.3	1.1 **Murray** (No siding)	25.2	8.34		f10.07	f 2.17		5.30	f 6.57		
1062			12.55		s 4.44	s 3.34	s10.34		s 9.01	s 6.44	72.4	1.1 **Cornelius**	24.1	s 8.32		s10.05	s 2.15		s 5.28	s 6.55		11.00
975			1.20		s 4.59	s 3.42	s**10.42**		s 9.12	s 6.51	75.9	3.5 D **HILLSBORO**	20.6	s 8.24		s 9.57	s 2.07		s 5.20	s 6.47		**10.42**
			1.26		5.03	f 3.46	f10.47		f 9.15	f 6.55	77.5	1.6 **Newton** (Spur)	19.0	8.18		f 9.52	f 2.02		f 5.11	f 6.41		10.07
			1.30		**5.08**	3.48	10.50		9.17	6.57	78.7	1.2 **Hare** (Spur)	17.8	8.16		9.49	1.59		**5.08**	6.38		10.02
			1.32		5.10	f 3.49	f10.52		f 9.18	f 6.58	79.3	0.6 **Witch Hazel** (No siding)	17.2	8.15		f 9.48	f 1.58		f 5.06	f 6.37		10.00
897			**1.55**		s 5.15	s 3.52	s10.55		s 9.22	s 7.01	80.6	1.3 **Reedville**	15.9	s 8.13		s 9.45	s **1.55**		s 5.03	s 6.34		9.57
	W		2.17		f 5.24	s 3.59	s11.02		s 9.30	s 7.09	83.9	3.3 **St. Mary's** (Spur)	12.6	f 8.05		s 9.38	s 1.47		s 4.55	s 6.25		9.48
825	T		2.40		s 5.29	s 4.02	s11.05		Foot-note s **9.35**	s 7.13	85.2	1.3 D **Beaverton**	11.3	s 8.02		Foot-note s **9.35**	s 1.44		s 4.51	s 6.21		**9.35**
			2.47		5.35	s 4.08	s11.11		s 9.43	s 7.19	87.3	2.1 **Raleigh** (No siding)	9.2	7.56		s 9.29	s 1.39		s 4.45	s 6.15		8.58
			2.50		5.38	f 4.10	f11.13		f 9.46	f 7.21	88.2	0.9 **Olsen** (Spur)	8.3	7.54		f 9.27	f 1.37		f 4.43	f 6.13		8.55
			2.53		5.40	s 4.12	s11.15		s 9.48	s 7.23	88 7	0.5 **Shattuck** (Spur)	7.8	7.53		s 9.25	s 1.35		s 4.42	s 6.11		8.53
908			3.03		s 5.50	s 4.19	s11.23		s 9.58	s 7.30	90.9	2.2 **Bertha**	5.6	s 7.48		s 9.19	s 1.29		s 4.36	s 6.05		8.46
			3.13		Foot-note f **5.57**	Foot-note f **4.28**	f11.31		f10.07	Foot-note f **7.40**	93.4	2.5 **South Portland** (Spur)	3.1	Foot-note f **7.40**		f 9.10	f 1.20		Foot-note f **4.28**	Foot-note f **5.57**		8.35
WTO			3.40 PM AR		6.20 PM AR	4.50 PM AR	11.50 AM AR		10.30 AM AR	8.00 AM AR	96.5	3.1 DN R **PORTLAND**	0.0	7.20 AM LV		8.50 AM LV	1.00 PM LV		4.10 PM LV	5.40 PM LV		8.10 AM LV
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily		96.5		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
		0.25	9.00	0.20	4.50	1.20	1.20	0.16	2.53	1.20		**Time Over District**		4.10	0.18	1.20	1.20	0.17	2.45	1.20	0.30	9.40
		17.28	10.68	21.60	20.00	19.73	19.73	27.00	18.80	19.73		**Average Speed per Hour**		23.16	24.00	19.73	19.73	25.41	19.70	19.73	14.40	9.98

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72). No. 1 wait at South Portland until 7.50 A. M. for No. 6. No. 9 take siding and wait at South Portland until 6.07 P. M. for No. 2. Nos. 55 and 56 will carry passengers between Corvallis and McMinnville. No. 5 take siding and wait at Beaverton until 9.45 A. M. for No. 4. No. 3 wait at South Portland until 4.38 P. M. for No. 10.

YAMHILL DIVISION: Portland and St. Joseph

Eastward

FROM SAN FRANCISCO

TIME TABLE
No. 54
August 16, 1908

Length of passing tracks into clear and location of scales, water, fuel and turning stations	58	44	42	40	38	36	76	34	32	30	28	74	26	24	22	20	DISTANCE FROM AIRLIE	STATIONS
	Second Class	First Class																
	Way Freight	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger		
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		
1046 FY	AM LV 10.45						PM LV 3.46					AM LV 8.15					43.3	D R **ST. JOSEPH** 1.7
926	10.55						s 3.50					s 8.20					45.0	D **Lafayette** 1.8
	11.00						f 3.54					f 8.24					46.8	**Oak Lawn** (No siding) 0.8
	11.05						s 3.57					s 8.26					47.6	**Dayton** (Spur) 1.3
	11.10						f 4.01					f 8.30					48.9	**Crawford** (No siding) 2.6
867	**11.25**						s 4.08					s 8.37					51.5	**Dundee Junction** 2.5
482	PM 12.01						s 4.18					s 8.47					54.0	D **Newberg** 2.0
634 W	12.15						s 4.25					s **8.58**					56.0	**Springbrook** 2.3
660	12.35						f 4.35					f 9.08					58.3	**Rex** 1.4
560	12.43						f 4.39					f 9.13					59.7	**Frank** 0.2
	12.45						4.40					9.14					59.9	**Votaw** 1.4
	12.55						s 4.46					s 9.19					61.3	**Middleton** (Spur) 1.5
1186	1.15						s 4.53					s 9.23					62.8	D **Sherwood** 1.4
	1.22						4.57					9.27					64.2	**Ford** (Spur) 0.7
	1.27						f 4.59					f 9.29					64.9	**Cipole** (Spur) 0.5
	1.30						f **5.03**					Foot-note f **9.31**					65.4	**Gore** (Spur) 0.5
	1.33						f 5.04					f 9.32					65.9	**Herrman** (Spur) 1.3
	2.05						s 5.10					s 9.35					67.2	**Tualatin** (Spur) 1.7
745	2.20						f 5.15					f 9.39					68.9	**Cook** 0.8
	2.30						f 5.17					f 9.41					69.7	**Bryant** (Spur) 3.3
270 Y	2.55	NIGHT LV 12.00 AM	PM LV 10.45	PM LV 9.30	PM LV 7.10	PM LV 5.50	s 5.28	PM LV 4.45	PM LV 2.40	PM LV 1.30	AM LV 11.20	s 9.50	AM LV 9.20	AM LV 8.10	AM LV 7.00	AM LV 6.00	73.0	D R **OSWEGO** 0.2
	2.56	s12.01	s10.46	s 9.31	s 7.11	s 5.51	5.29	s 4.46	s 2.41	s 1.31	s11.21	9.51	s 9.21	s 8.11	s 7.01	s 6.01	73.2	**Wilsonia** (No Siding) 0.8
	2.59	12.03	10.48	9.33	7.13	5.53	5.31	4.48	2.43	1.33	11.23	9.53	9.23	8.13	7.03	6.03	74.0	**Rock Spur** 0.6
		f12.07	f10.52	f 9.37	f 7.17	f 5.57		f 4.52	f 2.47	f 1.37	f11.27		f 9.27	f 8.17	f 7.07	f 6.07	74.6	**Elk Rock** (Spur) 0.2
	3.05	s12.08	s10.53	s 9.38	s 7.18	s 5.58	f 5.35	s 4.53	s 2.48	s 1.38	s11.28	f 9.58	s 9.28	s 8.18	s 7.08	s 6.08	74.8	**Rivera** (No siding) 0.5
277	3.07	s12.09	s10.54	s 9.39	s 7.19	s 5.59	Foot-note f **5.37**	s 4.54	s 2.49	s 1.39	s11.29	f 9.59	s 9.29	s **8.19**	s 7.09	s 6.09	75.3	**Riverdale** 0.4
	3.08	s12.10	s10.55	s 9.40	s 7.20	s 6.00	5.38	s 4.55	s 2.50	s 1.40	s11.30	10.00	s 9.30	s 8.20	s 7.10	s 6.10	75.7	**Ewahwe** (No Siding) 0.8
	3.11	s12.13	s10.58	s 9.43	s 7.23	s 6.03	5.40	s 4.58	s 2.53	s 1.43	s11.33	10.03	s 9.33	s 8.23	s 7.13	s 6.13	76.5	**Cemetery** (No siding) 0.5
	3.13	s12.15	s11.00	s 9.45	s 7.25	s 6.05	5.42	s 5.00	s 2.55	s 1.45	s11.35	10.05	s 9.35	s 8.25	s 7.15	s 6.15	77.0	**Fulton** (No siding) 0.4
	3.15	s12.16	s11.01	s 9.46	s 7.26	s 6.06	5.43	s 5.01	s 2.56	s 1.46	s11.36	10.06	s 9.36	s 8.26	s 7.16	s 6.16	77.4	**Southern Portland** 0.4 —(Spur)
	3.17	f12.17	f11.02	f 9.47	f 7.27	f 6.07	5.44	f 5.02	f 2.57	f 1.47	f11.37	10.07	f 9.37	f 8.27	f 7.17	f 6.17	77.8	**Jones** (Spur) 0.5
	3.19	f12.19	f11.04	f 9.49	f 7.29	f 6.09		f 5.04	f 2.59	f 1.49	f11.39		f 9.39	f 8.29	f 7.19	f 6.19	78.3	**Zimmerman** (Spur) 0.1
	3.20	f12.20	f11.05	f 9.50	f 7.30	f 6.10	5.46	f 5.05	f 3.00	f 1.50	f11.40	10.10	f 9.40	f 8.30	f 7.20	f 6.20	78.4	**Wrenn** (Spur) 0.1
																	78.5	**Thorsen** (Spur) 0.7
542	**3.33**	f12.22	f11.07	f 9.52	f 7.32	f 6.12	5.48	f 5.07	f 3.02	f 1.52	f11.42	10.12	f 9.42	f 8.32	f 7.22	f 6.22	79.2	**Turntable** 0.8
520 TO	3.50 PM AR	12.25 AM AR	11.10 PM AR	9.55 PM AR	7.35 PM AR	6.15 PM AR	5.50 PM AR	5.10 PM AR	3.05 PM AR	1.55 PM AR	11.45 AM AR	10.15 AM AR	9.45 AM AR	8.35 AM AR	7.25 AM AR	6.25 AM AR	80.0	D R **PORTLAND**
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		36.7
	5.05	0.25	0.25	0.25	0.25	0.25	2.04	0.25	0.25	0.25	0.25	1.55	0.25	0.25	0.25	0.25		**Time Over District**
	7.56	16.80	16.80	16.80	16.80	16.80	17.76	16.80	16.80	16.80	16.80	19.15	16.80	16.80	16.80	16.80		**Average Speed per Hour**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Delayed suburban trains are superior to opposing suburban trains.

No. 74 take siding at Gore for No. 57. No. 35 take Siding and wait at Riverdale until 5:42 P. M. for No. 76.

YAMHILL DIVISION: St. Joseph and Portland

TOWARD SAN FRANCISCO

Westward

	TIME TABLE No. 54 August 16, 1908		First Class															Second Class		
		DISTANCE FROM PORTLAND	19	21	23	77	25	27	29	31	33	75	35	37	39	41	43	57	Length of passing tracks in to clear and location of scales, water, fuel and turning stations	
	STATIONS		Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dallas Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Way Freight		
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
D R	ST. JOSEPH 1.7	36.7				AM AR s 9.35						PM AR s 6.10						AM AR 11.55	1046	FY
D	Lafayette 1.8	35.0				s 9.29						s 6.04						11.50	926	
	Oak Lawn (No Siding) 0.8	33.2				f 9.25						f 6.00						11.41		
	Dayton (Spur) 1.3	32.4				s 9.23						s 5.58						11.38		
	Crawford (No Siding) 2.6	31.1				f 9.19						f 5.54						11.33		
	Dundee Junction 2.5	28.5				s 9.12						s 5.47						**11.25**	867	
D	Newberg 2.0	26.0				s 9.05						s 5.40						11.10	482	
	Springbrook 2.3	24.0				s **8.58**						s 5.33						10.40	634	W
	Rex 1.4	21.7				f 8.45						f 5.25						10.28	660	
	Frank 0.2	20.3				f 8.40						f 5.20						10.18	560	
	Votaw 1.4	20.1				8.39						5.19						10.15		
	Middleton (Spur) 1.5	18.7				s 8.35						s 5.15						10.05		
D	Sherwood 1.4	17.2				s 8.31						s 5.11						9.55	1186	
	Ford (Spur) 0.7	15.8				8.26						5.06						9.38		
	Cipole (Spur) 0.5	15.1				f 8.24						f 5.04						9.35		
	Gore (Spur) 0.5	14.6				8.23						**5.03**						Foot-note } **9.31** }		
	Herrman (Spur) 1.3	14.1				f 8.22						f 5.01						9.20		
	Tualatin (Spur) 1.7	12.8				s 8.19						s 4.58						9.12		
	Cook 0.8	11.1				f 8.15						f 4.51						8.55	745	
	Bryant (Spur) 3.3	10.3				f 8.13						f 4.49						8.50		
D R	OSWEGO 0.2	7.0	AM AR 5.55	AM AR 6.55	AM AR 7.55	s 8.05	AM AR 9.15	AM AR 10.50	PM AR 1.15	PM AR 2.30	PM AR 3.55	s 4.40	PM AR 5.45	PM AR 6.50	PM AR 8.10	PM AR 10.35	PM AR 11.55	8.35	270	Y
	Wilsonia (No Siding) 0.8	6.8	s 5.54	s 6.54	s 7.54	8.04	s 9.14	s10.49	s 1.14	s 2.29	s 3.54	4.39	s 5.44	s 6.49	s 8.09	s10.34	s11.54	8.28		
	Rock Spur 0.6	6.0	5.52	6.52	7.52	8.02	9.12	10.47	1.12	2.27	3.52	4.37	5.42	6.47	8.07	10.32	11.52	8.26		
	Elk Rock (Spur) 0.2	5.4	f 5.48	f 6.48	f 7.48		f 9.08	f10.43	f 1.08	f 2.23	f 3.48	f 4.33	f 5.39	f 6.43	f 8.03	f10.28	f11.48			
	Rivera (No siding) 0.5	5.2	s 5.47	s 6.47	s 7.47	7.57	s 9.07	s10.42	s 1.07	s 2.22	f 3.47	s 4.32	s 5.38	s 6.42	s 8.02	s10.27	s11.47	8.21		
	Riverdale 0.4	4.7	s 5.46	s 6.46	s 7.46	7.56	s 9.06	s10.41	s 1.06	s 2.21	s 3.46	s 4.31	Foot-note } s **5.37** }	s 6.41	s 8.01	s10.26	s11.46	**8.19**	277	
	Ewahwe (No Siding) 0.8	4.3	s 5.45	s 6.45	s 7.45	7.55	s 9.05	s10.40	s 1.05	s 2 20	s 3.45	4.30	s 5.34	s 6.40	s 8.00	s10.25	s11.45	8.12		
	Cemetery (No siding) 0.5	3.5	s 5.42	s 6.42	s 7.42	7.52	s 9.02	s10.37	s 1.02	s 2.17	s 3.42	s 4.27	s 5.32	s 6.37	s 7.57	s10.22	s11.42	8.10		
	Fulton (No siding) 0.4	3.0	s 5.40	s 6.40	s 7.40	7.50	s 9.00	s10.35	s 1.00	s 2.15	s 3.40	s 4.25	s 5.30	s 6.35	s 7.55	s10.20	s11.40	8.08		
	Southern Portland 0.4	2.6	s 5.39	s 6.39	s 7.39	7.49	s 8.59	s10.34	s12.59	s 2.14	s 3.39	s 4.24	s 5.29	s 6.34	s 7.54	s10.19	s11.39	8.05		
	Jones (Spur) (Spur) 0.5	2.2	f 5.38	f 6.38	f 7.38	7.48	f 8.58	f10.33	f12.58	f 2.13	f 3.38	f 4.23	f 5.28	f 6.33	f 7.53	f10.18	f11.38	8.02		
	Zimmerman (Spur) 0.1	1.7	f 5.36	f 6.36	f 7.36		f 8.56	f10.31	f12.56	f 2.11	f 3.36	f 4.21	f 5.26	f 6.31	f 7.51	f10.16	f11.36	7.59		
	Wrenn (Spur) 0.1	1.6	f 5.35	f 6.35	f 7.35	7.45	f 8.55	f10.30	f12.55	f 2.10	f 3.35	f 4.20	f 5.25	f 6.30	f 7.50	f10.15	f11.35	7.58		
	Thorsen (Spur) 0.7	1.5																		
	Turntable 0.8	0.8	f 5.33	f 6.33	f 7.33	7.43	f 8.53	f10.28	f12.53	f 2.08	f **3.33**	f 4.18	f 5.23	f 6.28	f 7.48	f10.13	f11.33	7.54	542	
D R	PORTLAND	0.0	5.30 AM LV	6.30 AM LV	7.30 AM LV	7.40 AM LV	8.50 AM LV	10.25 AM LV	12.50 PM LV	2.05 PM LV	3.30 PM LV	4.15 PM LV	5.20 PM LV	6.25 PM LV	7.45 PM LV	10.10 PM LV	11.30 PM LV	7.50 AM LV	520	T0
	36.7		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.		
	Time Over District		0.25	0.25	0.25	1.55	0.25	0.25	0.25	0.25	0.25	1.55	0.25	0.25	0.25	0.25	0.25	4.05		
	Average Speed per Hour		16.80	16.80	16.80	19.15	16.80	16.80	16.80	16.80	16.80	19.15	16.80	16.80	16.80	16.80	16.80	8.99		

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Delayed suburban trains are superior to opposing suburban trains.

No. 74 take siding at Gore for No. 57. No. 35 take siding and wait at Riverdale until 5:42 P. M. for No. 76.

YAMHILL DIVISION: Whiteson and Airlie

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — Westward

Length of passing tracks in to clear and location of scales, water, fu l and turning stations		Second Class						First Class			DISTANCE FROM AIRLIE AND BRANCH TERMINALS	TIME TABLE No. 54 August 16, 1908	DISTANCE FROM PORTLAND	First Class			Second Class				
		60	58	72	70	68	64	76	74	4				77	75	3	65	69	71	73	57
		Way Freight	Way Freight	I. and M.	I. and M.	I. and M.	I. and M.	Dallas Passenger	Dallas Passenger	Sheridan Passenger				Dallas Passenger	Dallas Passenger	Sheridan Passenger	I. and M.	I. and M.	I. and M.	I. and M.	Way Freight
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
485	T			PM LV 4.05							0.0	R AIRLIE	80.0							PM AR 3.25	
												2.6									
				s 4.15							2.6	Simpson (Spur)	77.4							s 3.15	
												2.8									
				s 4.25							5.4	Luckiamute (Spur)	74.6							s 3.05	
												3.8									
410				4.40 PM AR	PM LV 6.30	AM LV 11.05	AM LV 6.15				9.2	DR MONMOUTH	70.8				AM AR 8.55	PM AR 1.25	PM AR 8.00	2.50 PM LV	
												2.9									
					s 6.39	s11.14	s 6.24				12.1	Cochrane (No siding)	67.9				s 8.46	s 1.16	s 7.51		
												4.2									
1044	WT		AM LV 8.10		6.55 PM AR	11.30 AM AR	6.40 AM AR	PM LV 2.20	AM LV 7.00		16.3	DR DALLAS	63.7	AM AR 11.05	PM AR 7.30		8.30 AM LV	1.00 PM LV	7.35 PM LV		PM AR 4.10
												3.2									
			8.30					f 2.29	f 7.09		19.5	Polk	60.5	f10.55	f 7.20						3.47
												2.9									
730			8.40					f 2.40	f 7.20		22.4	Smithfield	57.6	f10.46	f 7.11						3.35
												4.4									
432			8.57					s 2.50	s 7.30		26.8	Perrydale	53.2	s10.35	s 7.00						3.10
												2.2									
	Y		9.05					s 2.54	s 7.34		29.0	R SHERIDAN JCT.	51.0	10.30	6.55						3.00
990	T	PM LV 2.20								AM LV 7.00	0.0	DR SHERIDAN	58.0			PM AR 7.40					2.00
												4.3									
782		2.40								s 7.10	4.3	Ballston	53.7			s 7.27					1.43
												2.7									
	Y	2.49 PM AR								s 7.17	7.0	R SHERIDAN JCT.	51.0			7.21					1.33
	Y		9.10					2.55	7.35	7.18	29.0	R SHERIDAN JCT.	51.0	s10.29	s 6.54	s 7.20					1.32
												0.5									
240			9.12					f 2.56	f 7.36	f 7.19	29.5	Broadmead (Spur)	50.5	f10.28	f 6.53	f 7.19					1.30
												2.1									
360			9.18					f 3.02	f 7.42	f 7.24	31.6	Harrison (Spur)	48.4	f10.23	f 6.48	f 7.13					1.23
												0.9									
1295			9.21					f 3.05	f 7.45	f 7.26	32.5	Briedwell	47.5	f10.20	f 6.45	f 7.10					1.20
												2.3									
			9.29					f 3.11	f 7.51	f 7.32	34.8	Holmes (Spur)	45.2	f10.13	f 6.38	f 7.03					1.10
												1.3									
418	WY		9.33 AM AR					s 3.15 PM AR	s 7.55 AM AR	s 7.35 AM AR	36.1	DR WHITESON	43.9	10.10 AM LV	6.35 PM LV	7.00 PM LV					1.05 PM LV
												4.2									
			Via West Side Division					Via West Side Division	Via West Side Division		40.3	D McMinnville	39.7	Via West Side Division	Via West Side Division						Via West Side Division
												3.0									
											43.3	DR ST. JOSEPH	36.7								
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily		43.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
		0.29	1.23	0.35	0.25	0.25	0.25	0.55	0.55	0.35		Time Over District		0.55	0.55	0.40	0.25	0.25	0.25	0.35	3.05
		14.44	14.31	15.77	17.04	17.04	17.04	21.60	21.60	24.17		Average Speed per Hour		21.60	21.60	21.15	17.04	17.04	17.04	15.77	11.34

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72).

I. and M. trains will not exceed Time Table time.

SPECIAL INSTRUCTIONS

Standard Clocks at Ashland, Grants Pass, Roseburg, Cottage Grove, Eugene, Junction City, Albany, Woodburn, Silverton, Springfield, Dallas, Sheridan, Corvallis, Forest Grove, Portland (Grand Central Station), Portland (Jefferson Street), and dispatcher's office at Portland.

Passenger trains will not exceed 25 miles per hour between Reuben and West Fork, 30 miles per hour between West Fork and mouth of Canyon, and 35 miles per hour on West Side and Yamhill Divisions.

Speed of Pacific Type Engines (2400 Class) restricted to a maximum of 45 miles per hour and 25 miles per hour around sharp curves.

Speed of Consolidation Engines (2500 Class) restricted to a maximum of 30 miles per hour and 20 miles per hour around sharp curves.

Trains must reduce speed to 20 miles per hour over bridge crossing Willamette River between Harrisburg and Junction City; 6 miles per hour on Fourth Street, Portland, and South Santiam bridge Woodburn-Springfield branch; 10 miles per hour over Elk Rock trestle, Yamhill Division, and passing shop buildings, Car Shops, main line; 12 miles per hour over Street Car Crossing Fair Grounds; C. & E. R. R. Co's Crossing Albany, and E. & E. E. R'y Co.'s crossing west of Eugene; 15 miles per hour at rock point where track approaches the river west of New Era, and on curve just west of O. W. P. & Ry. Co's crossing, east of Canemah; 20 miles per hour on the curves east and west of Clackamas and Winchester bridges, main line.

Freight trains will not exceed speed of 20 miles per hour in either direction around curves between Hugo and Cornutt, Myrtle Creek and Roseburg, over Rice Hill, Boswell Springs and Divide, Goshen and Eugene, New Era and Clackamas.

Trains handling steam wrecking crane must not exceed speed of 25 miles per hour.

First-class trains must be under control when moving within the yard limits at East Portland, Salem, Albany, Junction City, Roseburg, Grants Pass and Ashland.

Yard limits at East Portland, Woodburn, Salem, Albany, Junction City, Eugene, Springfield Junction, Cottage Grove, Drain, Roseburg, West Fork, Glendale, Grants Pass, Medford, Ashland, Springfield, Portland (West Side), Beaverton, Hillsboro, Forest Grove, St. Joseph, Whiteson, Independence, Portland (Jefferson Street), Oswego, Newberg, Dallas. See Rule 93.

East Portland yard limits extend to yard sign west of Ladd.

Portland (West Side) yard limits extend to yard sign west of South Portland.

Portland (Jefferson Street) yard limits extend to yard sign west of Southern Portland.

Salem yard limits extend to yard sign east of Fair Grounds.

Albany yard limits extend to yard sign west of Albany Junction.

Springfield yard limits extend to yard sign east of Coburg, west of Natron, also includes cut-off between Springfield and Springfield Junction.

Yard engines and extras protect against No. 49 and No. 50 between Springfield and Coburg.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains leaving from Union Depot, Portland, will be governed by position of Semaphore at Fourth Street crossing.

All trains, yard engines and light engines, must proceed under control in both directions between East Portland and Portland.

All trains MUST STOP before going onto the draw in the Willamette River Bridge, Portland, and NOT PROCEED without signal from the bridge tender. Trains and engines moving in either direction on the Albina track must flag themselves over the railroad crossing under east end of Willamette River Bridge. O. R. & N. and Southern Pacific Junction Switch at East Portland, when not in use, will be left set for O. R. & N. track. Portland and Albina Junction Switch at East Portland, when not in use, will be left set and locked for the track to Portland. Engines will not double head over Willamette River Bridge between Portland and East Portland.

Speed of 2300, 2400 and 2500 class engines restricted to not over 6 miles per hour over Willamette River bridge at Portland.

Water tanks are also located on East Side, ½ mile west of Tunnel 9, ¼ mile west of Pollard and 4 miles west of Cornutt. On Woodburn-Springfield Branch, 1 mile east of Tallman. On Yamhill Division, 1 mile east of Oswego.

All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.

Ashland, Roseburg, Junction City and Portland are initial and terminal points for all trains.

All trains must obtain clearance cards before leaving, Ashland, Grants Pass, Roseburg, Junction City, Portland, Portland (Jefferson Street), Corvallis, Lebanon, Dallas and Sheridan.

The one Semaphore for train orders at St. Joseph and Whiteson applies to both the West Side and Yamhill Divisions, and at Tallman to the Woodburn-Springfield and the Lebanon Branches.

In addition to the usual inspection of air brakes, after making up, setting out cars from or adding cars to the train, or after change of engines, and before descending heavy grades, engineer will sound one long blast of the steam whistle, rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch gauge, and if proper reduction made in train line, he will acknowledge same by two short blasts of the steam whistle. If car repairers are on duty, they will make this test at all terminal stations.

Retainers must be turned up on passenger and freight trains west-bound, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Rogue to Grants Pass; east-bound, from Rogue to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale; also on freight trains, Rice Hill to foot of grade, east and west-bound, and from Divide to Comstock, west-bound; on West Side Division, passenger and freight trains, from Bertha to Portland.

Automatic Block Signals controlled by track circuits are at present located between Portland and East Portland, Hawthorne Ave., East Portland and Hito, Eugene and Goshen, Walker and Cottage Grove, also between Divide and Drain. When train is stopped by a block signal, they should wait five minutes after flagman has started in advance, then proceed as required by Rule 504.

RATING IN Ms OF LOCOMOTIVES ON LINES IN OREGON

CLASS	ENGINE NUMBERS	BOILER PRES-SURE	Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.
E-63 $\frac{16}{24}$ 44	1501 to 1510	125	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	....	....	....	....	....	815	830	375	740	1380	400	1280	1350	1400	1280	1380
E-63 $\frac{16}{24}$ 46	1511	135	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	....	....	....	....	....	830	830	375	740	1380	400	1305	1350	1425	1280	1380
E-63 $\frac{17}{24}$ 50	1355 to 1361	140	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	....	....	....	....	....	950	930	425	790	1480	430	1380	1450	1525	1380	1480
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1608	140	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-55 $\frac{18}{24}$ 71 E-64 $\frac{18}{26}$ 67	115, O. R. & N. 83, O. R. & N.	145 160	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 68	2025	135	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2085	140	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	640	1680	1750	1950	1680	1780
M-57 $\frac{18}{24}$ 73	1610 to 1614	140	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	640	1680	1750	1950	1680	1780
E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1385 1395	150	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	600	1580	1650	1850	1580	1680
T-57 $\frac{18}{24}$ 88	2141, 2145, 2148	150	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	700	1780	1850	2050	1780	1880
M-57 $\frac{18}{24}$ 90	103, 106, 109, 111, O. R. & N	150	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	700	1780	1850	2050	1780	1880
T-63 $\frac{20}{24}$ 108	136, 140, O. R. & N	180	1530	1930	2030	2130	2030	1880	1880	710	900	840	1880	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
T-63 $\frac{18}{30}$ 77	2188, 2194, 2195, 2196, 2199, 2200, 2203, 2204, 2205, 2206	145	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	750	1880	1950	2150	1880	1980
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2189, 2191, 2198, 2202 2192, 2193 2208	145	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	750	1880	1950	2150	1880	1980
P-77 $\frac{22}{28}$ 141	2422 to 2427	200	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	....	....	....	....	....	....	....	....	....	....
T-63 $\frac{22}{28}$ 160	2331, 2332	180	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	900	1800	F	950	2200	....	....	....	....	....	....	....	....	....	....
C-57 $\frac{22}{30}$ 187	2513, 2514, 2515, 2536 to 2591, 2800 to 2830	200	2300	3180	3600	F	3600	2980	2980	1230	1650	1400	3010	2300	1120	2300	F	1120	2600	....	....	....	....	....	....	....	....	....	....
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms 40 to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASS	ENGINE NUMBERS	BOILER PRES-SURE	Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to N.Y'mhill	N.Y'mhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St. Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Oswego	Oswego to Portland	Sherd. Jc. to Sheridan	Sheridan to Sherd. Jc.
E-63 $\frac{16}{24}$ 44	1501 to 1510	125	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	740	820	740	540
E-63 $\frac{16}{24}$ 46	1511	135	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	740	820	740	540
E-63 $\frac{17}{24}$ 50	1355 to 1361	140	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	790	870	790	600
M-53 $\frac{17}{24}$ 63 M-57 $\frac{17}{24}$ 68	1600 1601 to 1608	140	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740
T-55 $\frac{18}{24}$ 71 E-64 $\frac{18}{26}$ 67	115, O. R. & N. 83, O. R. & N.	145 160	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740
T-57 $\frac{18}{24}$ 68	2025	135	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740
T-57 $\frac{18}{24}$ 74 T-57 $\frac{18}{24}$ 70 T-57 $\frac{18}{24}$ 72	2029 2030, 2031 2041, 2048, 2085	140	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1060	1165	1060	780
M-57 $\frac{18}{24}$ 73	1610 to 1614	140	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1060	1165	1060	780
E-63 $\frac{18}{24}$ 69 E-63 $\frac{18}{24}$ 68	1385 1395	150	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1000	1100	1000	740
T-57 $\frac{18}{24}$ 88	2141, 2145, 2148	150	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1200	1430	1200	800
M-57 $\frac{18}{24}$ 90	103, 106, 109, 111, O. R. & N	150	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1200	1430	1200	800
T-63 $\frac{18}{30}$ 77	2188, 2194, 2195, 2196, 2199, 2200, 2203, 2204, 2205, 2206	145	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1300	1500	1300	850
T-57 $\frac{18}{30}$ 78 T-57 $\frac{18}{30}$ 71 T-57 $\frac{18}{30}$ 84	2189, 2191, 2198, 2202 2192, 2193 2208	145	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1300	1500	1300	850
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASSIFICATION OF ENGINES

"C"–Consolidation engine
"M"–Moguls
"E"–Eight-wheelers
"T"–Ten-wheelers
"P"–Pacific Type

LIST OF SURGEONS, HOSPITAL DEPARTMENT, LINES IN OREGON

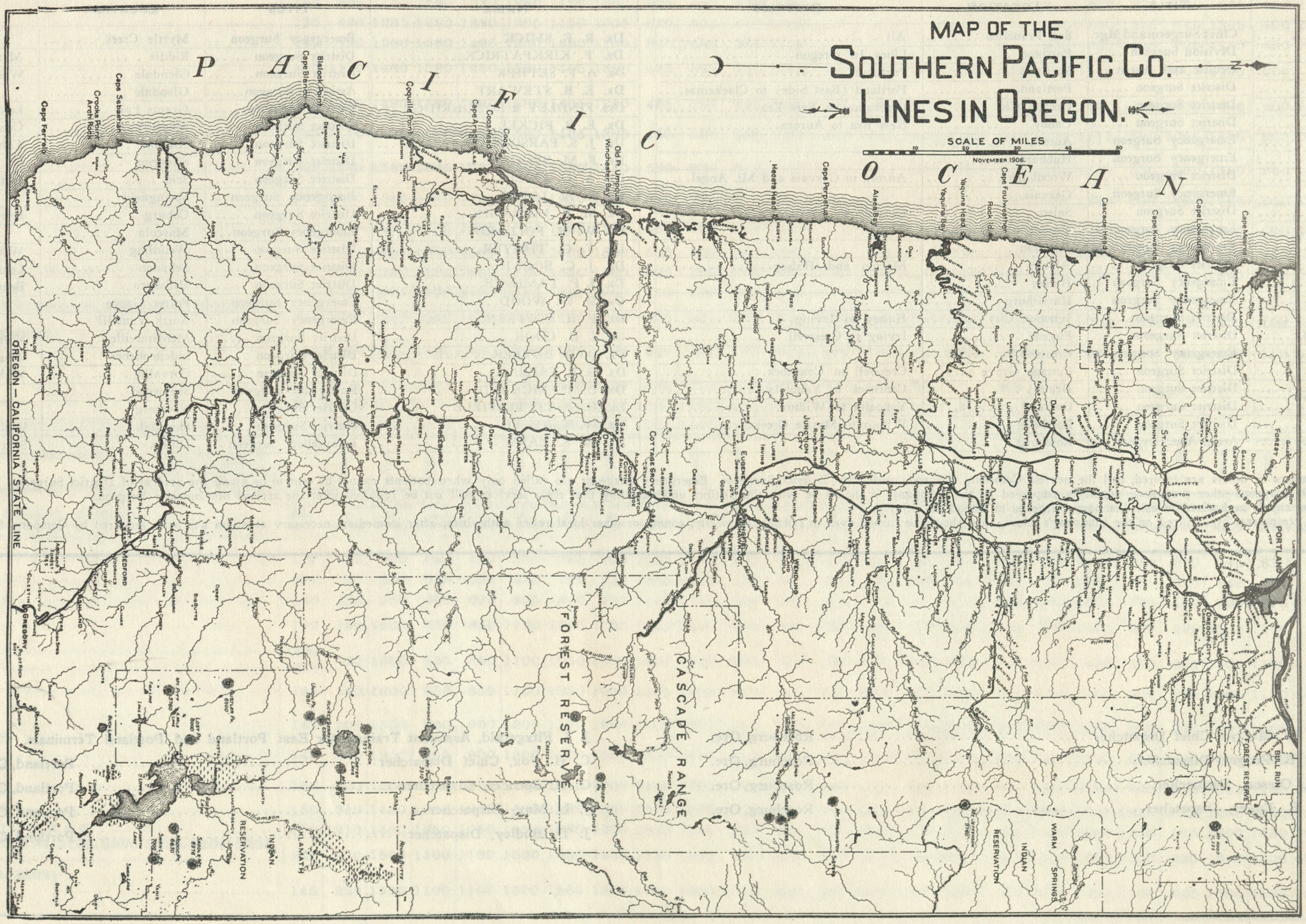
NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All
Dr. G. F. WILSON	Division Surgeon	Portland	Lines In Oregon
Dr. RICH NUNN	Oculist and Aurist	Portland	Portland
Dr. A. H. JOHNSON	District Surgeon	Portland	Portland (East Side) to Clackamas
Dr. W. E. CARLL	District Surgeon	Oregon City	Clackamas to New Era
Dr. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora
Dr. W. W. GIESY	Emergency Surgeon	Aurora	
Dr. S. W. WEAVER	Emergency Surgeon	Hubbard	
Dr. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel
Dr. J. H. FAIRCHILD	Emergency Surgeon	Gervais	
Dr. W. H. BYRD	District Surgeon	Salem	Gervais to Marion
Dr. C. L. RANSOM	Emergency Surgeon	Turner	
Dr. W. W. ALLEN	Emergency Surgeon	Jefferson	
Dr. H. J. KAVANAUGH	District Surgeon	Albany	Marion and Halsey
Dr. THOS. MARKS	Emergency Surgeon	Halsey	
Dr. W. H. DALE	Emergency Surgeon	Harrisburg	
Dr. L. M. LEHRBACH	District Surgeon	Junction City	Halsey to Irving
Drs. PAINE & KUYKENDALL	District Surgeons	Eugene	Irving to Creswell
Dr. L. D. SCARBROUGH	Emergency Surgeon	Creswell	
Dr. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock
Dr. C. E. WADE	District Surgeon	Drain	Comstock to Yoncalla
Dr. W. C. GILMOUR	District Surgeon	Oakland	Yoncalla to Wilbur
Dr. A. C. SEELY	District Surgeon	Roseburg	Wilbur to Myrtle Creek
Dr. E. V. HOOVER	Act'g. Asst. Surgeon	Roseburg	
Dr. R. F. SMICK	Emergency Surgeon	Myrtle Creek	
Dr. F. KIRKPATRICK	District Surgeon	Riddle	Myrtle Creek to West Fork
Dr. A. F. SETHER	District Surgeon	Glendale	West Fork to Leland
Dr. E. B. STEWART	Assistant Surgeon	Glendale	
Drs. FINDLEY & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point
Dr. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent
Dr. J. S. PARSONS	District Surgeon	Ashland	Talent to Ashland
Dr. F. M. BROOKS	District Surgeon	Silverton	Mt. Angel to Aumsville
Dr. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville
Dr. R. A. JAYNE	Emergency Surgeon	Springfield	
Dr. M. E. JARNAGIN	District Surgeon	Coburg	Brownsville to Natron
Dr. W. H. POLLARD	Emergency Surgeon	Marcola	
Dr. F. G. THAYER	District Surgeon	Wendling	Wendling Branch
Dr. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch
Dr. J. P. TAMIESIE	District Surgeon	Hillsboro	Beaverton to North Yamhill
Dr. D. W. WOOD	Emergency Surgeon	Forest Grove	
Dr. F. H. COFFEEN	Emergency Surgeon	North Yamhill	
Dr. J. H. COOK	District Surgeon	McMinnville	North Yamhill to Whiteson
Dr. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale
Dr. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis
Dr. D. H. RICKARD	Emergency Surgeon	Sherwood	
Dr. H. A. LITTLEFIELD	District Surgeon	Newberg	
Dr. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan
Dr. W. S. CARY	Emergency Surgeon	Dallas	Sheridan Jct. to Airlie

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

C. W. Martyn, Chief Dispatcher........Roseburg, Ore.
E. B. Pengra, Dispatcher........Roseburg, Ore.
O. Olsson, Dispatcher........Roseburg, Ore.
J. E. Enger, Dispatcher........Roseburg, Ore.

J. J. Fitzgerald, Assistant Trainmaster East Portland and Portland Terminals.
C. H. Fox, Chief Dispatcher........Portland, Ore.
C. H. Spencer, Dispatcher........Portland, Ore.
J. L. May, Dispatcher........Portland, Ore.
J. D. Bodley, Dispatcher........Portland, Ore.

L. R. FIELDS, *Superintendent*, - - - - - - *Portland, Oregon*   G. C. MORRIS, *Assistant Superintendent*, - - - - - *Portland, Oregon*


MAP OF THE
SOUTHERN PACIFIC CO.
LINES IN OREGON.
SCALE OF MILES
10 20 30 40 50
NOVEMBER 1906.
N
PACIFIC OCEAN
OREGON – CALIFORNIA STATE LINE
PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
GREGORY
CASCADE RANGE
FOREST RESERVE
WARM SPRINGS INDIAN RESERVATION
KLAMATH INDIAN RESERVATION
BULL RUN FOREST RESERVE
Cape Mears
Cape Lookout
Cape Kiwanda
Cascade Head
Cape Foulweather
Rock Id.
Yaquina Head
Yaquina Bay
Alsea Bay
Cape Perpetua
Heceta Head
Old Pt. Umpqua
Winchester Bay
Coos Bay
Coos Head
Cape Arago
Coquille Point
Blalock Point
Cape Blanco
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo